federal register

Thursday
January 2, 1992

Part VII

# Department of Transportation

**Federal Aviation Administration**

**14 CFR Part 71**

**Alteration of the Dallas-Fort Worth Terminal Control Area and Revocation of the Dallas Love Field Airport Airport Radar Service Area, TX; Final Rule**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Airspace Docket No. 90-AWA-14]**

## Alteration of the Dallas-Fort Worth Terminal Control Area and Revocation of the Dallas Love Field Airport Airport Radar Service Area; TX

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment alters the Dallas-Fort Worth, TX, Terminal Control Area (TCA) and revokes the Airport Radar Service Area (ARSA) at Dallas Love Field, TX. This amendment will raise the upper limits of the TCA to 10,000 feet mean sea level (MSL) to enable air traffic control (ATC) to provide terminal ATC service to arriving and departing turbojet aircraft in a TCA environment throughout transition to and from the en route structure. Additionally, this amendment will extend the lateral limits of the TCA from 20 to 30 nautical miles (NM) from the airport, to provide an area wherein ATC can provide TCA control services throughout critical maneuvering phases of flight operations in the terminal area. This action will expand the radius of the inner area to 10 miles and include an extension encompassing Dallas Love Field, enhance air traffic procedures, and simplify visual flight rules (VFR) transient operations outside TCA airspace.

**EFFECTIVE DATE:** 0901 u.t.c., January 9, 1992.

**FOR FURTHER INFORMATION CONTACT:** Alton D. Scott, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9252.

**SUPPLEMENTARY INFORMATION:**

### Background

The TCA program was developed to reduce the midair collision potential in the congested airspace surrounding airports with high density air traffic by providing an area in which all aircraft will be subject to certain operating rules and equipment requirements.

The density of traffic and the types of operations being conducted in the airspace surrounding major terminals increase the probability of midair collisions. In 1970, an extensive study found that the majority of midair collisions occurred between a general aviation (GA) aircraft and an air carrier, a military aircraft, or another GA aircraft. The basic causal factor common to these conflicts was the mix of uncontrolled aircraft operating under VFR and controlled aircraft operating under instrument flight rules (IFR). TCA's provide a method to accommodate the increasing number of IFR and VFR operations. The regulatory requirements of TCA airspace afford the greatest protection for the greatest number of people by providing ATC with an increased capability to provide aircraft separation service, thereby minimizing the mix of controlled and uncontrolled aircraft.

To date, the FAA has established a total of 29 TCA's. The FAA is proposing to take action to modify or implement the application of these proven control techniques to more airports to provide greater protection of air traffic in the airspace regions most commonly used by passenger-carrying aircraft.

### User Group Participation

The modification to the TCA in this final rule are the product of discussions with a broad representation of the aviation community and substantial public participation. In conjunction with this action, the FAA will continue to cooperate with local user groups to ensure that the TCA is effective for all users by identifying any adjustments or modifications that appear necessary. Through joint FAA and user cooperation, any problems that arise can then be identified and corrective action taken when necessary.

Initially, informal airspace meetings were held in the Dallas-Fort Worth area on August 4, 9, and 11, 1988, to permit local aviation interests and airspace users an opportunity to present input on the alteration of the Dallas-Fort Worth TCA. An additional opportunity for public participation was provided by a Notice of Proposed Rulemaking (NPRM) published in the **Federal Register** on April 3, 1991 (56 FR 13712).

### Discussion of Comments

The FAA received 55 comments in response to the NPRM. The FAA considered these comments as well as the comments received at the various meetings and has amended the final TCA design as contained in this rule. The final TCA design contained herein promotes the safe and efficient use of airspace while satisfying ATC and user requirements.

Ten comments addressed areas that were not relevant to this rulemaking action and, therefore, will not be discussed. Those areas included controller staffing, pilot education, waivers, and rule enforcement.

Thirteen commenters opposed establishing the ceiling of the TCA at 10,000 feet MSL and extending the radius of the lateral boundary from 20 to 30 miles from the DFW VORTAC. Conversely, the Air Transport Association suggested raising the ceiling to 12,500 feet MSL and extending the lateral boundaries to 30 miles in all areas of the proposed TCA.

In designing the Dallas-Fort Worth TCA alteration, the FAA determined the airspace needed to contain the traffic using updated procedures which will, in turn, enhance the flow of traffic in the terminal area. Also, the TCA alteration was designed to handle existing and projected increases in traffic and complexity in the Dallas-Fort Worth area. A ceiling of 10,000 feet MSL combined with the Mode C requirement of § 91.215 of the Federal Aviation Regulations (FAR) (14 CFR 91.215) will provide sufficient airspace to contain traffic operating into and departing the Dallas-Fort Worth area while providing an environment where nonparticipating overflights can operate congruently with a high degree of safety. The lateral boundaries of the TCA are established at 30 miles to allow sufficient airspace for all IFR operations requiring TCA protection while providing as much airspace as possible for VFR operation. The configuration of this area is designed to allow sufficient airspace for departure while allowing arriving aircraft to be vectored and sequenced to the final approach courses. Additionally, during the 1989 informal airspace meetings, users requested that the TCA include airspace to contain turboprop commuter operations. This airspace is designed to accommodate that request.

One commenter suggested that the floor of the TCA east of Dallas-Fort Worth between the 20- and 30-mile boundary (proposed Area K) be 5,000 feet MSL and that Area K be combined with Area L west of Dallas-Fort Worth.

The airspace configuration in the proposed Area K was designed to allow sufficient airspace for all IFR operations requiring TCA protection and to provide as much airspace as possible for VFR operations. This design allows sufficient airspace for departing aircraft while allowing arriving aircraft to be vectored and sequenced to the final approach courses. Additionally, this airspace will contain turbo prop commuter operations.

Eleven commenters recommended that the FAA raise the floor of Area B from 1,800 feet MSL as proposed to 2,000

feet MSL, combine Areas B and C, raise the floor of Areas F and J from 2,500 feet MSL as proposed to 3,000 feet MSL, and combine Areas F, J, and G. The FAA concurs with most of these recommendations and, in the final rule, has established the floor of Area B at 2,000 feet MSL and has combined Areas B and C; the final rule also establishes the floor of Area F at 3,000 feet MSL and combines Areas F and G. The floor of Area J remains 2,500 feet MSL. These actions were taken to allow adequate airspace for VFR operations conducted at uncontrolled airports south and southwest of Dallas-Fort Worth and to allow additional airspace for VFR practice operations at Redbird Airport.

The Air Line Pilots Association (ALPA) concurred with the proposed alteration to the TCA but recommended that the FAA lower the floor of Area L from 5,000 feet MSL to 4,500 feet MSL to establish a 500-foot buffer between the TCA and nonparticipating aircraft.

The TCA is designed to include only that airspace necessary to contain the operations of participating aircraft. While the idea of establishing buffers below the TCA appears advantageous, it would eliminate airspace necessary to allow nonparticipating VFR aircraft to circumnavigate the TCA at prescribed VFR altitudes. Therefore, ALPA's recommendation was not adopted.

The Dallas Department of Aviation was concerned that the extension of the TCA surface area to include Dallas Love Field would have an adverse impact on operations at a proposed heliport in the Dallas business district; the heliport is scheduled to be completed in January 1994. The Department of Aviation recommended that the 15-mile DME arc from the Dallas-Fort Worth 079° radial to the Dallas-Fort Worth 121° radial be reduced to a 12-mile DME arc. As an additional alternative, the agency recommended changing the southern boundary of Area A from the Dallas-Forth Worth 121° radial to the Dallas-Forth Worth 105° radial.

In considering the final design of the TCA, the FAA did not incorporate either suggestion because those changes may adversely affect the arrival/departure activities at Dallas Love Field. To help remedy the concerns of the Dallas Department of Aviation, the FAA will explore alternate procedures leading toward a mutual agreement by the completion date of the proposed heliport.

While most comments favored incorporating Dallas Love Field into the surface area of the TCA, six commenters and a helicopter pilot for the Dallas Police Department objected. These seven commenters expressed considerable concern about immediate access into the TCA by police helicopter, care flight helicopters, and aircraft transitioning in the vicinity of Dallas Love Field.

Currently, Dallas Love Field controllers provide airport radar service area (ARSA) service to the above-mentioned aircraft. This type of service will continue to be provided by Dallas Love Field Terminal Radar Approach Control, Tower Cab, obviating the problems these commenters envisioned as a result of incorporating Love Field in the TCA's surface area.

Nine commenters objected to lowering the TCA floor around Fort Worth Meacham (FTW) and Arlington (F54) Airports. These commenters stated that the lowered floors would leave insufficient airspace to conduct student pilot training in the vicinity of these airports and would eliminate airspace needed for VFR overflight.

The FAA agrees with these commenters and, in the airspace surrounding FTW, will raise the floor of the TCA from 3,500 feet MSL as proposed to 4,000 feet MSL; in the airspace surrounding F-54, the floor of the TCA will be raised from the proposed 2,500 feet MSL to 3,000 feet MSL. This change will allow more airspace for nonparticipating aircraft to operate in the vicinity of these airports without unduly restricting operations at Dallas-Fort Worth.

Three commenters suggested raising the floor of the TCA in the vicinity of Addison Airport (ADS) to accommodate inbound traffic especially when ADS is landing and departing aircraft on Runway 33. These commenters pointed out "an apparent lack of adequate maneuvering airspace" for the Runway 33 traffic pattern at ADS. The FAA did not raise the floor of the TCA in the vicinity of ADS because this airspace is necessary to contain inbound aircraft maneuvering to the Dallas Love Field and Dallas-Fort Worth Airports. Dallas-Fort Worth Terminal Radar Approach Control Facility (TRACON) recognizes the present dilemma which occurs during periods of busy traffic at ADS when a Runway 33 operation is in effect. Dallas-Fort Worth TRACON will, through appropriate coordination with ADS Tower, develop procedures to be incorporated in a subsequent letter of agreement to accommodate this operation when traffic deems it appropriate.

Several commenters, including the owner of the Northwest Regional Airport, stated that the proposed changes in Area D appeared to overlap that airport. They believe that, if promulgated as proposed, these changes could conflict with the airport traffic pattern and VFR overflights.

The actual western TCA boundary in the vicinity of Northwest Regional Airport, as described in the NPRM, is approximately 1 mile east of the airport and would not overlap it as depicted in the NPRM. However, the FAA will reduce the northern boundary of the proposed Area D from a 15-NM to a 13-NM radius of the Dallas-Forth Worth very high frequency omnidirectional radio range and tactical air navigational aid (VORTAC) to accommodate VFR activity in this area.

The Fort Worth Division of General Dynamics and Bell Helicopter Textron, Inc., objected to the proposed alteration because it would have an adverse effect on each organization's flight test operations. General Dynamics requested a cutout in the vicinity of Carswell Air Force Base to continue its current operation of conducting spiraling climbs to 15,000 feet MSL over the base. Bell Helicopter requested that it be allowed to maintain its current operation of rapid ascents and descents and other maneuvers requiring unrestricted use of the airspace. Both organizations were concerned about abnormalities and ensuing emergency procedures which might occur during testing.

General Dynamics' and Bell Helicopter's requests were not compatible with the present design and purpose of the TCA. The FAA will, however, work with each organization and attempt to develop procedures that will expedite directing these flights to a suitable area without derogation of safety or disruption to other users within the TCA.

Four commenters opposed the alteration to the TCA because it would adversely affect glider operations at Aero County Airport and its associated "aerobatics box." They suggested a cutout for Aero Country Airport with a floor of 6,000 feet MSL.

As previously stated, the airspace in this region of the TCA is necessary to segregate the various flows of turbojet arrivals and departures in the Dallas-Fort Worth area from conventional and turboprop aircraft which are generally kept at lower altitudes. Containing turboprop operations within the TCA was suggested during the informal airspace meetings; this suggestion has been incorporated into the final rule. The cutout for Aero Country Airport could not be accommodated in the final design of the TCA.

One commenter noted that gliders or those aircraft certified without an electrical system can operate within the

30-mile Mode C veil without Mode C avionics.

The FAA notes that pilots of these types of aircraft can fly beneath the TCA floor and thereby avoid the Mode C transponder requirement.

A considerable number of standardized form letters objected to the Mode C veil associated with the TCA. These letters suggested the creation of "effective hours restrictions" which, the commenters contended, would afford maximum protection to air carriers during peak periods, while still allowing GA aircraft low-altitude access to satellite facilities.

The FAA recognizes that the establishment of a TCA and the effect of the Mode C rule are related; however, the TCA design and the Mode C requirement are separate matters. The Mode C requirement extends to a radius of 30 miles from the TCA primary airport regardless of the design of TCA airspace.

The primary concern in any proposed TCA action is to provide the highest degree of safety while preserving the most efficient use of the available terminal airspace. The creation of "effective hours restrictions" would not satisfy this intent. This concept would not provide the safest environment for both IFR and VFR aircraft and could cause considerable confusion to nonparticipating aircraft.

**The Rule**

This amendment to part 71 of the FAR modifies the TCA at Dallas-Fort Worth International Airport, TX, and revokes the ARSA at Dallas Love Field Airport, TX. This amendment raises the upper limits of the TCA to 10,000 feet MSL to enable ATC to provide terminal ATC service to arriving and departing turbojet aircraft in a TCA environment throughout transition to and from the en route structure. Additionally, this amendment will extend the lateral limits of the TCA from 20 to 30 nautical miles from the airport to provide an area wherein ATC can provide TCA control and services throughout critical maneuvering phases of flight operations in the terminal area. The action will expand the radius of the inner area to 10 miles and include an extension encompassing Dallas Love Field, enhance air traffic procedures, and simplify VFR transient operations outside TCA airspace. The FAA has determined that modifying the TCA at Dallas-Fort Worth International Airport is in the interest of flight safety and will result in a greater degree of protection for the greatest number of people during flight in the terminal area.

**Regulatory Evaluation Summary**

This section summarizes the full regulatory evaluation prepared by the FAA. This summary and the full evaluation quantify estimates of the costs and benefits to the private sector, consumers, and Federal, State, and local governments.

Executive Order 12291, dated February 17, 1981, directs Federal agencies to promulgate new regulations or to modify existing regulations only if potential benefits to society outweigh potential costs for each regulatory change. The order also requires the preparation of a Regulatory Impact Analysis of all "major" rules except those responding to emergency situations or other narrowly defined exigencies. A major rule is one that is likely to have an annual impact on the economy of $100 million or more, result in a major increase in consumer costs, have a significant adverse effect on competition, or be highly controversial.

The FAA has determined that this proposal is not major as defined in the Executive Order. Therefore, a full regulatory analysis that includes the identification and evaluation of cost-reducing alternatives to the proposal has not been prepared. Instead, the agency has prepared a more concise regulatory evaluation that analyzes only this proposal without identifying alternatives. In addition to a summary of the regulatory evaluation, this section contains a regulatory flexibility determination required by the 1980 Regulatory Flexibility Act (Pub. L. 96–354) and an international trade impact assessment. The complete regulatory evaluation, which contains more detailed economic information than this summary provides, is available in the docket.

*Costs*

The Dallas-Fort Worth TCA changes will not require any additional personnel or equipment. Current staffing levels at the Dallas-Fort Worth TRACON will absorb any additional workload. Revised Dallas-Fort Worth sectional and terminal area charts will take effect simultaneously with the TCA revision. The Dallas-Fort Worth TCA change will not impose any additional cost burden on pilots. In the NPRM, the FAA estimated costs of $2,250 to conduct user briefings to explain proposed changes in the TCA. Since the publication of the NPRM, those briefings have been held. Because those costs have already been incurred, they are no longer relevant for consideration in the final rule.

*Benefits*

The primary objective of the rule is to enhance aviation safety in the congested airspace overlying the Dallas-Fort Worth metropolitan area. In addition, the rule will improve ATC service in the TCA. This rule also will facilitate the transition between the terminal and en route environments and aircraft separation.

The risk of a midair collision at Dallas-Fort Worth and Dallas Love Field will increase as traffic density there increases. However, stricter separation and control measures as applied within a TCA will reduce this risk. The FAA also expects that annexing the Dallas Love Field ARSA into the Dallas-Fort Worth TCA will further reduce the chance of a midair collision in the Dallas-Fort Worth airspace.

Preventing a possible midair collision between two aircraft in the next decade would generate benefits to the public. As a benchmark for comparing expected safety benefits of rulemaking, the FAA uses a value of $1,500,000 for each fatality and $640,000 for a serious accident. The average total loss of an aircraft equals $82,900 and the average cost to repair a severely damaged aircraft is estimated at $14,600. Most midair collisions occur between GA aircraft and average 25 fatalities and 2 serious injuries every 10 collisions. The benefit from the avoidance of one midair collision is estimated at $4 million.

*Comparison*

Changes mandated by this rule will impose only negligible, if any, costs on the public or the FAA. These negligible costs consist of additional fuel consumption by GA operations who choose to circumnavigate the expanded TCA. These negligible costs are greatly outweighed by the potential safety benefits of this rule that stem from the reduced risk of a midair collision in airspace annexed into the Dallas-Fort Worth TCA. However, the maximum benefits to be derived from this rule are dependent on the usage of Mode C transponder and TCAS by aircraft within the TCA.

Ordinarily, the benefit of a reduction in the risk of midair collisions from redesigning a TCA would be attributed entirely to the redesign. However, an indeterminate amount of the benefits has to be attributed to the interaction of the Dallas-Fort Worth TCA with the Mode C Rule, which, in turn, interacts with the TCAS Rule. The benefits of the redesigned TCA, as well as other designated airspace actions that require Mode C transponder, cannot be

separated from the benefits of the Mode C and TCAS Rules. The TCA program combined with the Mode C and TCAS Rules offers potential national benefits totaling $2.1 billion. Hence, the FAA considers this TCA modification to have benefits that exceed its cost.

**Regulatory Flexibility Determination**

The Regulatory Flexibility Act of 1980 (RFA) ensures that small entitles are not unnecessarily and disproportionately burdened by Government regulations. The RFA requires agencies to review rules which may have "a significant economic impact on a substantial number of small entities."

The small entities that the rule might affect are unscheduled operators of aircraft for hire that own nine or fewer aircraft. These unscheduled air taxi operators would be affected only if they were not able to operate under IFR conditions. This analysis assumes that all unscheduled air taxi operators are already equipped to fly under IFR conditions. Since these operators fly regularly into airports with established radar approach control services, the FAA believes that all unscheduled air taxi operators are already equipped to fly under IFR conditions. Thus, this rule will not have a significant economic impact on any of them.

**International Trade Impact Assesment**

The rule will have no effect on the sale of foreign aviation products or services in the United States. Nor will the rule have an effect on the sale of U.S. products or services in foreign countries. This rule will not impose costs on aircraft operators or U.S. or foreign aircraft manufacturers.

**Federalism Implications**

The regulation herein will not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this regulation will not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

**Conclusion**

For the reasons discussed under "Regulatory Evaluation," the FAA has determined that this regulation is not major under Executive Order 12291 and is not significant under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). It is certified that this regulation will not have a significant economic impact, either positive or negative, on a substantial number of small entities.

The FAA has determined that the users of the Dallas-Fort Forth International Airport, the Dallas Love Field Airport and the surrounding area will benefit from the implementation of the TCA. In order to maximize the benefit at the earliest time, the FAA will have the TCA charted on the next available charting date, which is January 9, 1992, and is making the implementation of the TCA effective on that charting date. Therefore, due to the need to implement the TCA at the earliest possible time, the FAA finds good cause for making this amendment effective in less than 30 days from the date of the publication of this amendment.

**List of Subjects in 14 CFR Part 71**

Aviation safety, Terminal control areas, Airport radar service areas.

**The Amendment**

Accordingly, pursuant to the authority delegated to me, part 71 of the Federal Aviation Regulations (14 CFR part 71) is amended as follows:

## PART 71-DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CONTROLLED AIRSPACE, REPORTING POINTS, JET ROUTES, AND AREA HIGH ROUTES

1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. App. 1348(a), 1354(a), 1510; E.O. 10854; 24 FR 9565, 3 CFR, 1959–1963 Comp., P. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

**§ 71.401(b) [Amended]**

2. Section 71.401(b) is amended by revising the Dallas-Fort Worth, TX, description to read as follows:

Dallas-Fort Worth, TX [Revised]
Primary Airport
Dallas-Fort Worth Airport (lat. 32°53'47"N., long. 97°02'28"W.).
Dallas-Fort Worth VORTAC (lat. 32°51'57"N., long. 97°01'40"W.).
Boundaries.

Area A. That airspace extending upward from the surface to and including 10,000 feet MSL beginning at the intersection of the Dallas-Fort Worth VORTAC (DFW) 10-mile arc and the LBJ Freeway (Highway 635), thence eastbound on the LBJ Freeway until the DFW VORTAC 15-mile arc, extending clockwise on the DFW VORTAC 15-mile arc until the DFW 129° radial 15-mile DME fix, thence northwest on the DFW 129° radial until the DFW 129° radial 10-mile DME fix, extending clockwise on the DFW 10-mile arc until the DFW 169° radial 10-mile DME fix, thence north on the DFW 169° radial until the DFW 169° radial 7-mile DME fix, extending clockwise on the DFW 7-mile arc until the DFW 310° radial 7-mile DME fix, thence northwest on the DFW 310° radial until the DFW 310° radial 10-mile DME fix, and extending clockwise on the DFW 10-mile arc to the point of beginning.

Area B. That airspace extending upward from 2,000 feet MSL to and including 10,000 feet MSL beginning at the DFW 310° radial 10-mile DME fix, thence southeast on the DFW 310° radial until the DFW 310° radial 7-mile DME fix, extending counterclockwise on the DFW 7-mile arc until the DFW 169° radial 7-mile DME fix, thence southwest on the DFW 169° radial until the DFW 169° radial 10-mile DME fix, and extending clockwise on the 10-mile arc to the point of beginning.

Area C. That airspace extending upward from 2,000 feet MSL to and including 10,000 feet MSL beginning at the DFW 300° radial 13-mile DME fix, thence southeast on the DFW 300° radial until the DFW 300° radial 10-mile DME fix, extending clockwise on the 10-mile arc until the DFW 023° radial 10-mile DME fix, thence northeast on the DFW 023° radial until the DFW 023° radial 13-mile DME fix, and extending counterclockwise on the DFW 13-mile arc to the point of beginning.

Area D. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning at the DFW 300° radial 10-mile DME fix, extending counterclockwise on the DFW 10-mile arc to the DFW 169° radial 10-mile DME fix, thence southwest on the DFW 169° radial until Interstate Highway 20 (I–20), extending east along I–20 until the DFW 158° radial 13-mile DME fix, thence counterclockwise along the 13-mile arc until the DFW 129° radial, thence southeast along the DFW 129° radial until the 20-mile arc, extending clockwise on the DFW 20-mile arc until the DFW 217° radial, thence northeast on the DFW 217° radial until the DFW 217° radial 13-mile DME fix, extending clockwise along the 13-mile arc to the DFW 300° radial, and thence southeast on the DFW 300° radial to the point of beginning.

Area E. That airspace extending upward from 2,500 feet MSL to and including 10,000 feet MSL beginning at the DFW 169° radial 10-mile DME fix, extending southeast on the DFW 169° radial until I–20, thence east along I–20 until the DFW 158° radial 13-mile DME fix, extending counterclockwise on the DFW 13-mile arc until the DFW 129° radial 13-mile DME fix, thence northwest on the DFW 129° radial until

the DFW 129° radial 10-mile DME fix, and extending clockwise on the DFW 10-mile arc to the point of beginning.

Area F. That airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL beginning at the DFW 217° radial 20-mile DME fix, extending clockwise on the DFW 20-mile arc until the DFW 300° radial, thence southeast on the DFW 300° radial until intercepting the DFW 13-mile arc, thence counterclockwise on the 13-mile arc to the DFW 217° radial, and extending southwest on the 217° radial to the point of beginning.

Area G. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL beginning at the DFW 300° radial 13-mile DME fix, thence northwest on the DFW 300° radial until the DFW 300° radial 20-mile DME fix, extending clockwise on the DFW 20-mile arc until the LBJ Freeway, extending northwest along the LBJ Freeway until intersecting the DFW 10-mile arc, extending counterclockwise on the DFW 10-mile arc until the DFW 023° radial 10-mile DME fix, thence north on the DFW 023° radial until the DFW 023° radial 13-mile DME fix, and extending counterclockwise on the DFW 13-mile arc to the point of beginning.

Area H. That airspace extending upward from 2,500 feet MSL to and including 10,000 feet MSL beginning at the intersection of the 15-mile arc and the LBJ Freeway, extending clockwise on the DFW 15-mile arc until the DFW 129° radial 15-mile DME fix, thence southeast on the DFW 129° radial until the DFW 129° radial 20-mile DME fix, extending counterclockwise on the DFW 20-mile arc until the LBJ Freeway, and extending northwest along the LBJ Freeway to the point of beginning.

Area I. That airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL beginning at the DFW 329° radial 30-mile DME fix, extending clockwise on the DFW 30-mile arc until the DFW 336° radial 30-mile DME fix, thence east to the DFW 020° radial 30-mile DME fix, extending clockwise on the DFW 30-mile arc until the DFW 162° radial 30-mile DME fix, thence west to the DFW 196° radial 30-mile DME fix, extending clockwise on the DFW 30-mile arc until the DFW 217° radial 30-mile DME fix, thence northeast on the DFW 217° radial until the DFW 217° radial 20-mile DME fix, extending counterclockwise on the DFW 20-mile arc until the DFW 329° radial 20-mile DME fix, and thence northwest on the DFW 329° radial to the point of beginning.

Area J. That airspace extending upward from 5,000 feet MSL to and including 10,000 feet MSL beginning at the DFW 217° radial 30-mile DME fix, extending clockwise on the DFW 30-mile arc until the DFW 329° radial 30-mile DME fix, thence southeast to the DFW 329° radial until the DFW 329° radial 20-mile DME fix, extending counterclockwise on the DFW 20-mile arc until the DFW 217° radial 20-mile DME fix, and thence southwest on the DFW 217° radial to the point of beginning.

**§ 71.501 [Amended]**

3. Section 71.501 is amended by removing the Dallas Love Field, TX, description as follows:

**Dallas Love Field, TX [Removed]**

Issued in Washington, DC, on December 27 1991

**Harold W. Becker,**

*Manager, Airspace-Rules and Aeronautical Information Division.*

[FR Doc. 91-31324 Filed 12-31-91, 8:45 am]

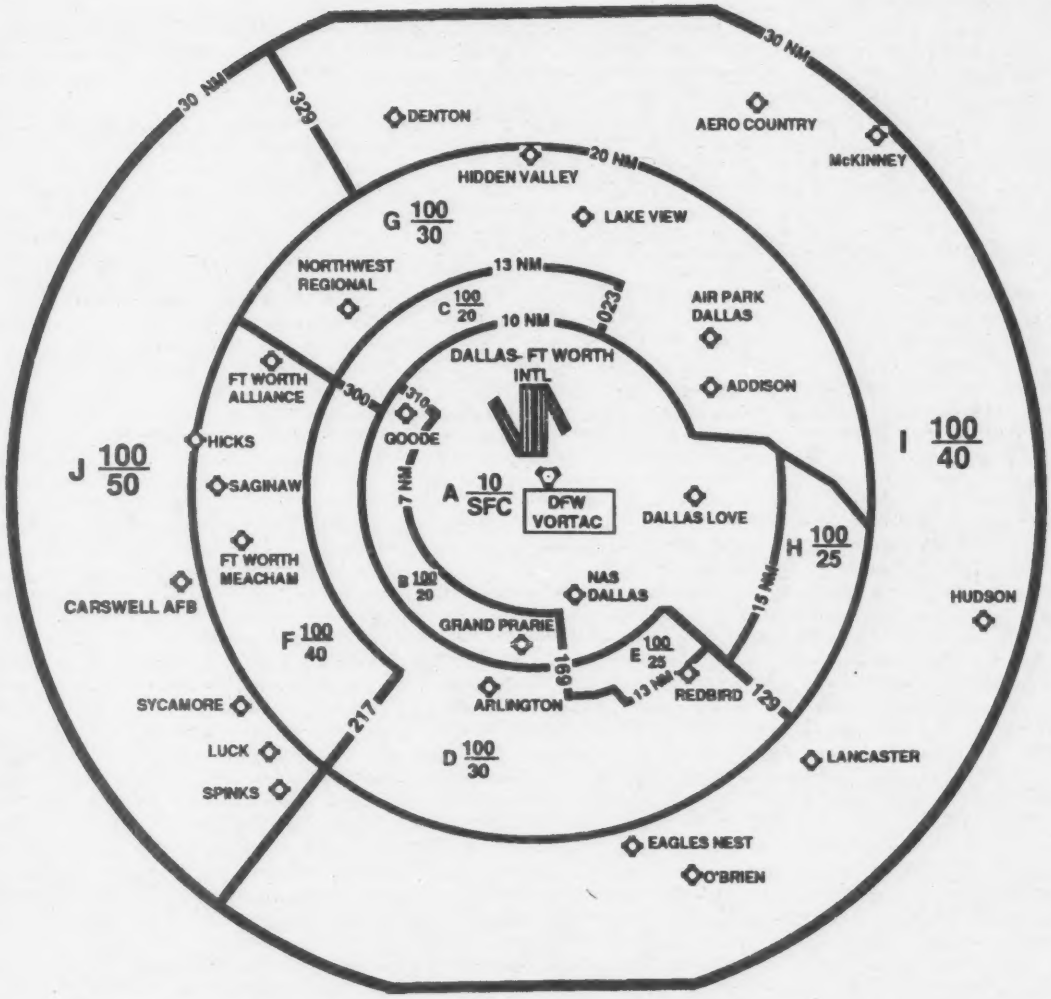
BILLING CODE 4910-13-M

# DALLAS -FORT WORTH , TX

## TERMINAL CONTROL AREA

### FIELD ELEVATION - 603 FEET

*(NOT TO BE USED FOR NAVIGATION)*




Prepared by the
FEDERAL AVIATION ADMINISTRATION
Cartographic Standards Branch
ATP-220

[FR Doc. 91-31324 Filed 12-31-91; 8:45 am]
BILLING CODE 4910-13-C

# Reader Aids

Federal Register

Vol. 57, No. 1

Thursday, January 2, 1992

## INFORMATION AND ASSISTANCE

**Federal Register**

| | |
|---|---|
| Index, finding aids & general information | 202-523-5227 |
| Public inspection desk | 523-5215 |
| Corrections to published documents | 523-5237 |
| Document drafting information | 523-5237 |
| Machine readable documents | 523-3447 |

**Code of Federal Regulations**

| | |
|---|---|
| Index, finding aids & general information | 523-5227 |
| Printing schedules | 523-3419 |

**Laws**

| | |
|---|---|
| Public Laws Update Service (numbers, dates, etc.) | 523-6641 |
| Additional information | 523-5230 |

**Presidential Documents**

| | |
|---|---|
| Executive orders and proclamations | 523-5230 |
| Public Papers of the Presidents | 523-5230 |
| Weekly Compilation of Presidential Documents | 523-5230 |

**The United States Government Manual**

| | |
|---|---|
| General information | 523-5230 |

**Other Services**

| | |
|---|---|
| Data base and machine readable specifications | 523-3447 |
| Guide to Record Retention Requirements | 523-3187 |
| Legal staff | 523-4534 |
| Privacy Act Compilation | 523-3187 |
| Public Laws Update Service (PLUS) | 523-6641 |
| TDD for the hearing impaired | 523-5229 |

## FEDERAL REGISTER PAGES AND DATES, JANUARY

1-172.....2

## CFR PARTS AFFECTED DURING JANUARY

At the end of each month, the Office of the Federal Register publishes separately a List of CFR Sections Affected (LSA), which lists parts and sections affected by documents published since the revision date of each title.

## LIST OF PUBLIC LAWS

**Note:** The List of Public Laws for the first session of the 102d Congress has been completed and will be resumed when bills are enacted into public law during the second session of the 102d Congress, which convenes on January 3, 1992.

A cumulative list of Public Laws for the first session will be published in Part II of the **Federal Register** on January 2, 1992.

The List of Public Laws may be used in conjunction with "P L U S" (Public Laws Update Service) on 202-523-6641. The text of laws is not published in the **Federal Register** but may be ordered in individual pamphlet form (referred to as "slip laws" from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402 (phone, 202-512-2470).

**Last List December 26, 1991**

## CFR ISSUANCES 1992
## Complete Listing of 1991 Editions and Projected January, 1992 Editions

This list sets out the CFR issuances for the 1991 editions and projects the publication plans for the **January, 1992** quarter. A projected schedule that will include the **April, 1992** quarter will appear in the first **Federal Register** issue of April.

**For pricing information on available 1991–1992 volumes consult the CFR checklist which appears every Monday in the Federal Register.**

Pricing information is not available on projected issuances. The weekly CFR checklist and the monthly List of CFR Sections Affected will continue to provide a cumulative list of CFR titles and parts, revision date and price of each volume.

Normally, CFR volumes are revised according to the following schedule:

Titles 1–16—January 1
Titles 17–27—April 1
Titles 28–41—July 1
Titles 42–50—October 1

All volumes listed below will adhere to these scheduled revision dates unless a notation in the listing indicates a different revision date for a particular volume.

*Indicates volume is still in production.

### Titles revised as of January 1, 1991:

| Title | |
|---|---|
| CFR Index | 1–199 |
| | 200–End |
| 1–2 | |
| | **10 Parts:** |
| 3 (Compilation) | 0–50 |
| | 51–199 |
| 4 | 200–399 (Cover only) |
| | 400–499 |
| **5 Parts:** | 500–End |
| 1–699 | |
| 700–1199 | **11** |
| 1200–End | |
| | **12 Parts:** |
| 6 [Reserved] | 1–199 |
| | 200–219 |
| **7 Parts:** | 220–299 |
| 0–26 | 300–499 |
| 27–45 | 500–599 |
| 46–51 | 600–End |
| 52 | |
| 53–209 | **13** |
| 210–299 | |
| 300–399 | **14 Parts:** |
| 400–699 | 1–59 |
| 700–899 | 60–139 |
| 900–999 | 140–199 |
| 1000–1059 | 200–1199 |
| 1060–1119 | 1200–End |
| 1120–1199 | |
| 1200–1499 | **15 Parts:** |
| 1500–1899 | 0–299 |
| 1900–1939 | 300–799 |
| 1940–1949 | 800–End |
| 1950–1999 | |
| 2000–End | **16 Parts:** |
| | 0–149 |
| 8 | 150–999 |
| | 1000–End |
| **9 Parts:** | |

### Titles revised as of April 1, 1991:

| Title | |
|---|---|
| **17 Parts:** | **23** |
| 1–199 | |
| 200–239 | **24 Parts:** |
| 240–End | 0–199 |
| | 200–499 |
| **18 Parts:** | 500–699 |
| 1–149 | 700–1699 |
| 150–279 | 1700–End (Cover only) |
| 280–399 | |
| 400–End | **25** |
| **19 Parts:** | **26 Parts:** |
| 1–199 | 1 (§§ 1.0-1–1.60) |
| 200–End | 1 (§§ 1.61–1.169) |
| | 1 (§§ 1.170–1.300) |
| **20 Parts:** | 1 (§§ 1.301–1.400) |
| 1–399 | 1 (§§ 1.401–1.500) |
| 400–499 | 1 (§§ 1.501–1.640) |
| 500–End | 1 (§§ 1.641–1.850) (Cover only) |
| | 1 (§§ 1.851–1.907) |
| **21 Parts:** | 1 (§§ 1.908–1.1000) |
| 1–99 | 1 (§§ 1.1001–1.1400) (Cover only) |
| 100–169 | 1 (§ 1.1401–End) |
| 170–199 | 2–29 |
| 200–299 | 30–39 |
| 300–499 | 40–49 |
| 500–599 | 50–299 |
| 600–799 | 300–499 |
| 800–1299 | 500–599 (Cover only) |
| 1300–End | 600–End |
| **22 Parts:** | |
| 1–299 | **27 Parts:** |
| 300–End | 1–199 |
| | 200–End |

### Titles revised as of July 1, 1991:

| Title | |
|---|---|
| 28 | 400–End |
| **29 Parts:** | **35** |
| 0–99 | |
| 100–499 | **36 Parts:** |
| 500–899 | 1–199 |
| 900–1899 | 200–End |
| 1900–1910 (§§ 1901.1–1910.999) | **37** |
| 1910 (§§ 1910.1000–End) | |
| 1911–1925 (Cover only) | **38 Parts:** |
| 1926 | 0–17 |
| 1927–End | 18–End |
| **30 Parts:** | **39** |
| 1–199 | |
| 200–699 | **40 Parts:** |
| 700–End | 1–51 |
| | 52 |
| **31 Parts:** | 53–60 |
| 0–199 | 61–80 |
| 200–End | 81–85 |
| | 86–99 |
| **32 Parts:** | 100–149 |
| 1–189 | 150–189 |
| 190–399 | 190–259 |
| 400–629 | 260–299 |
| 630–699 | 300–399 |
| 700–799 | 400–424 |
| 800–End | 425–699 (Cover only) |
| | 700–789 |
| **33 Parts:** | 790–End |
| 1–124 | |
| 125–199 | **41 Parts:** |
| 200–End | Chs. 1–100 (Cover only) |
| | Ch. 101 |
| **34 Parts:** | Chs. 102–200 |
| 1–299 | Ch. 201–End |
| 300–399 | |

**Titles revised as of October 1, 1991:**

Title

**42 Parts:**
1–60
61–399
400–429*
430–End

**43 Parts:**
1–999
1000–3999
4000–End

**44***

**45 Parts:**
1–199
200–499
500–1199
1200–End

**46 Parts:**
1–40
41–69
70–89
90–139
140–155
156–165
166–199
200–499
500–End

**47 Parts:**
0–19
20–39
40–69
70–79*
80–End*

**48 Parts:**
Ch. 1 (1–51)
Ch. 1 (52–99)
Ch. 2 (201–251) (Revised as of Dec. 31, 1991)*
Ch. 2 (252–299) (Revised as of Dec. 31, 1991)*
Chs. 3–6*
Chs. 7–14
Ch. 15–End

**49 Parts:**
1–99
100–177 (Revised as of Dec. 31, 1991)*
178–199 (Revised as of Dec. 31, 1991)*
200–999
400–999
1000–1199
1200–End

**50 Parts:**
1–199
200–599*
600–End*

**Projected January 1, 1992 editions:**

Title

**CFR Index**
1–199
200–End

**1–2**

**3 (Compilation)**

**4**

**5 Parts:**
1–699
700–1199
1200–End

**6 [Reserved]**

**7 Parts:**
0–26
27–45
46–51
52
53–209
210–299
300–399
400–699
700–899
900–999
1000–1059
1060–1119
1120–1199
1200–1499
1500–1899
1900–1939
1940–1949
1950–1999
2000–End

**8**

**9 Parts:**
1–199
200–End

**10 Parts:**
0–50
51–199
200–399 (Cover only)
400–499
500–End

**11**

**12 Parts:**
1–199
200–219
220–299
300–499
500–599
600–End

**13**

**14 Parts:**
1–59
60–139
140–199
200–1199
1200–End

**15 Parts:**
0–299
300–799
800–End

**16 Parts:**
0–149
150–999
1000–End

## TABLE OF EFFECTIVE DATES AND TIME PERIODS—JANUARY 1992

This table is used by the Office of the Federal Register to compute certain dates, such as effective dates and comment deadlines, which appear in agency documents. In computing these dates, the day after publication is counted as the first day.

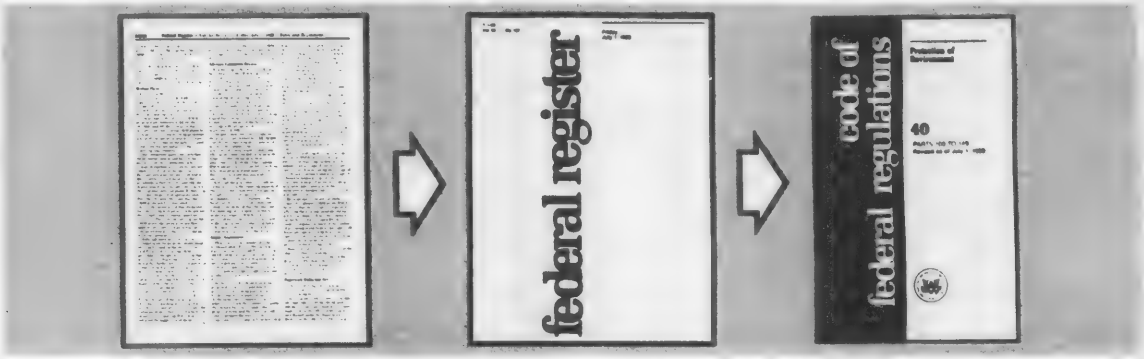
When a date falls on a weekend or holiday, the next Federal business day is used. (See 1 CFR 18.17)

A new table will be published in the first issue of each month.

| DATE OF FR PUBLICATION | 15 DAYS AFTER PUBLICATION | 30 DAYS AFTER PUBLICATION | 45 DAYS AFTER PUBLICATION | 60 DAYS AFTER PUBLICATION | 90 DAYS AFTER PUBLICATION |
|---|---|---|---|---|---|
| January 2 | January 17 | February 3 | February 18 | March 3 | April 2 |
| January 3 | January 21 | February 3 | February 18 | March 4 | April 3 |
| January 6 | January 21 | February 3 | February 18 | March 5 | April 6 |
| January 7 | January 22 | February 6 | February 21 | March 9 | April 7 |
| January 8 | January 23 | February 7 | February 24 | March 9 | April 8 |
| January 9 | January 24 | February 10 | February 24 | March 10 | April 9 |
| January 10 | January 27 | February 10 | February 24 | March 11 | April 10 |
| January 13 | January 27 | February 10 | February 25 | March 12 | April 13 |
| January 14 | January 29 | February 13 | February 28 | March 16 | April 14 |
| January 15 | January 30 | February 14 | March 2 | March 16 | April 15 |
| January 16 | January 31 | February 18 | March 2 | March 17 | April 16 |
| January 17 | February 3 | February 18 | March 3 | March 18 | April 17 |
| January 21 | February 3 | February 18 | March 4 | March 19 | April 20 |
| January 22 | February 6 | February 21 | March 9 | March 23 | April 22 |
| January 23 | February 7 | February 24 | March 9 | March 24 | April 23 |
| January 24 | February 10 | February 24 | March 10 | March 25 | April 24 |
| January 27 | February 10 | February 24 | March 11 | March 26 | April 27 |
| January 28 | February 12 | February 27 | March 16 | March 30 | April 28 |
| January 29 | February 13 | February 28 | March 16 | March 30 | April 29 |
| January 30 | February 14 | March 2 | March 16 | March 31 | April 30 |
| January 31 | February 18 | March 2 | March 17 | April 1 | May 1 |

# The Federal Register

**Regulations** appear as agency documents which are published daily in the **Federal Register** and codified annually in the **Code of Federal Regulations**




The **Federal Register**, published daily, is the official publication for notifying the public of proposed and final regulations. It is the tool for you to use to participate in the rulemaking process by commenting on the proposed regulations. And it keeps you up to date on the Federal regulations currently in effect.

Mailed monthly as part of a **Federal Register** subscription are: the LSA (List of CFR Sections Affected) which leads users of the **Code of Federal Regulations** to amendatory actions published in the daily **Federal Register**; and the cumulative **Federal Register Index.**

The **Code of Federal Regulations** (CFR) comprising approximately 196 volumes contains the annual codification of the final regulations printed in the **Federal Register**. Each of the 50 titles is updated annually.

Individual copies are separately priced. A price list of current **CFR** volumes appears both in the **Federal Register** each Monday and the monthly **LSA** (List of **CFR** Sections Affected). Price inquiries may be made to the Superintendent of Documents, or the Office of the Federal Register.

## Superintendent of Documents Subscription Order Form

Order Processing Code:
*6463

***Charge your order. It's easy!***

Charge orders may be telephoned to the GPO order desk at (202) 783-3238 from 8:00 a.m. to 4:00 p.m. eastern time, Monday-Friday (except holidays)

☐ **YES,** please send me the following indicated subscriptions:

- **Federal Register**
  - **Paper:**
    ___$340 for one year
    ___$170 for six-months
  - **24 x Microfiche Format:**
    ___$195 for one year
    ___$97.50 for six-months
  - **Magnetic tape:**
    ___$37,500 for one year
    ___$18,750 for six-months
- **Code of Federal Regulations**
  - **Paper**
    ___$620 for one year
  - **24 x Microfiche Format:**
    ___$188 for one year
  - **Magnetic tape:**
    ___$21,750 for one year

1. The total cost of my order is $_____. All prices include regular domestic postage and handling and are subject to change. International customers please add 25%.

**Please Type or Print**

2. _____
(Company or personal name)

_____
(Additional address/attention line)

_____
(Street address)

_____
(City, State, ZIP Code)

(_____) _____
(Daytime phone including area code)

3. **Please choose method of payment:**

☐ Check payable to the Superintendent of Documents

☐ GPO Deposit Account ☐☐☐☐☐☐☐-☐

☐ VISA or MasterCard Account

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

_____ ***Thank you for your order!***
(Credit card expiration date)

_____
(Signature) (Rev. 2/90)

4. **Mail To:** Superintendent of Documents, Government Printing Office, Washington, D.C. 20402-9371

## Order Now!

# The United States Government Manual 1991/92

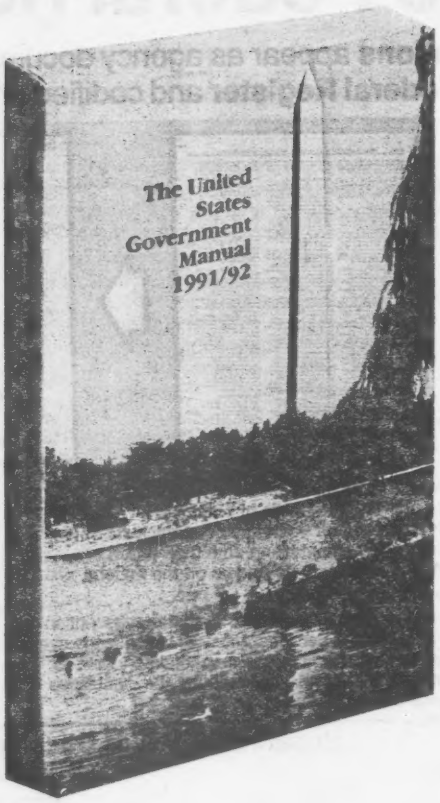
As the official handbook of the Federal Government, the *Manual* is the best source of information on the activities, functions, organization, and principal officials of the agencies of the legislative, judicial, and executive branches. It also includes information on quasi-official agencies and international organizations in which the United States participates.

Particularly helpful for those interested in where to go and who to see about a subject of particular concern is each agency's "Sources of Information" section, which provides addresses and telephone numbers for use in obtaining specifics on consumer activities, contracts and grants, employment, publications and films, and many other areas of citizen interest. The *Manual* also includes comprehensive name and agency/subject indexes.

Of significant historical interest is Appendix C, which lists the agencies and functions of the Federal Government abolished, transferred, or changed in name subsequent to March 4, 1933.

The *Manual* is published by the Office of the Federal Register, National Archives and Records Administration.

**$23.00 per copy**




---

Superintendent of Documents **Publications** Order Form

P3

Order processing code:
* 6901

☐ **YES**, please send me the following:

***Charge your order. It's Easy!*** MasterCard VISA

**To fax your orders 202-512-2250**

_____ copies of THE UNITED STATES GOVERNMENT MANUAL, 1991/92 at $23.00 per copy. S/N 069-000-00041-0.

The total cost of my order is $_____. International customers please add 25%. Prices include regular domestic postage and handling and are subject to change.

(Company or Personal Name) (Please type or print)

(Additional address/attention line)

(Street address)

(City, State, ZIP Code)

(Daytime phone including area code)

(Purchase Order No.)

May we make your name/address available to other mailers? YES ☐ NO ☐

**Please Choose Method of Payment:**

☐ Check Payable to the Superintendent of Documents

☐ GPO Deposit Account ☐☐☐☐☐☐☐-☐

☐ VISA or MasterCard Account

☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

☐☐☐☐ (Credit card expiration date)

***Thank you for your order!***

(Authorizing Signature) (Rev. 11-91)

Mail To: New Orders, Superintendent of Documents
P.O. Box 371954, Pittsburgh, PA 15250-7954